

METRO EXPRESSLANES

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Metro®

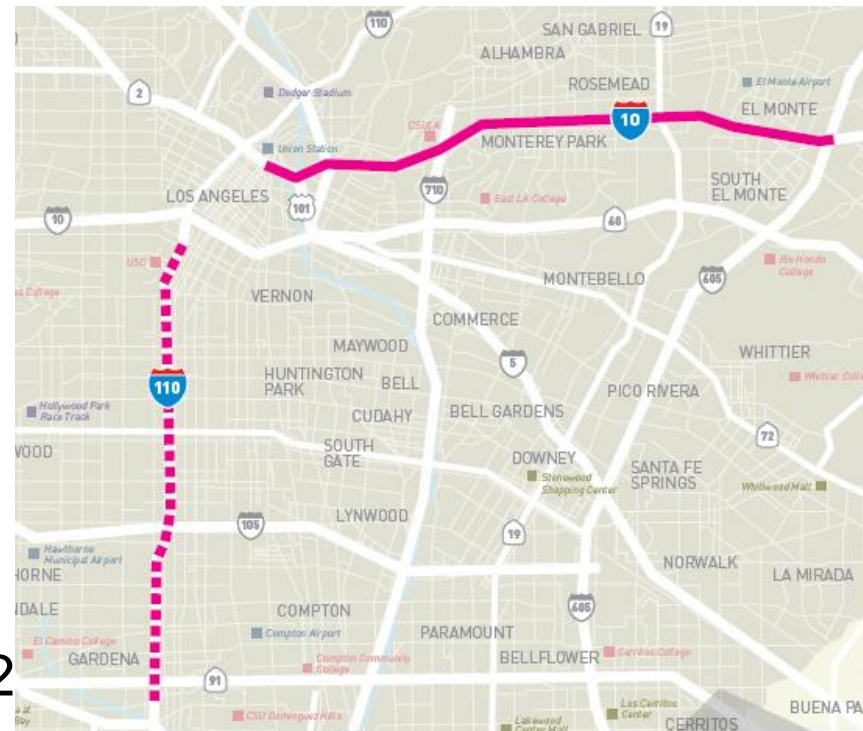


August 24, 2016

Metro ExpressLanes Background



- UPA/CRD Grant \$210 Million (2008)
- \$290 Million Program Budget
 - \$150M Transit
 - \$125M Toll/Roadway
 - \$15M LA ExpressPark
- Converted miles of HOV to HOT:
 - ❑ I-110 = 39 Lane Miles
 - ❑ I-10 = 43 Lane Miles
- I-110 ExpressLanes opened 11/10/12
- I-10 ExpressLanes opened 2/23/13



Business Rules



- All vehicles (except buses, motorcycles, & emergency response) required to have a FasTrak® transponder
- FasTrak Flex® for carpools
- 24/7 tolling operation
- Dynamically priced - \$0.10 to \$1.40 per mile
- I-10 - HOV 3+ Toll-free peak hours; HOV 2 off-peak
- I-110 - HOV 2+ Toll-free at all times
- SOV Pay Toll at all times
- \$40 to open account
- \$1 per month account maintenance fee
- Transponder can be used in multiple vehicles
- CAVs currently travel toll-free regardless of occupancy



Enjoy the benefits of your registered TAP Card on Metro ExpressLanes.

- > Register your TAP card at taptoget.net
- > Log into your FasTrak® account at metroexpresslanes.net and enter your registered TAP ID number
- > Enjoy the ExpressLanes benefits of your registered TAP Card, including:
 - Your TAP card and balance are replaceable if the card is lost
 - The monthly \$3 FasTrak account fee is waived
 - Frequent transit riders earn FasTrak toll credits on select routes along ExpressLanes corridors, including Metro Silver Line, Torrance Transit, Foothill Silver Streak, Gardena Transit and more.

For more details, visit metroexpresslanes.net.



More choices for solo drivers.
More rewards for carpoolers.
More frequent transit service.

It's about time.



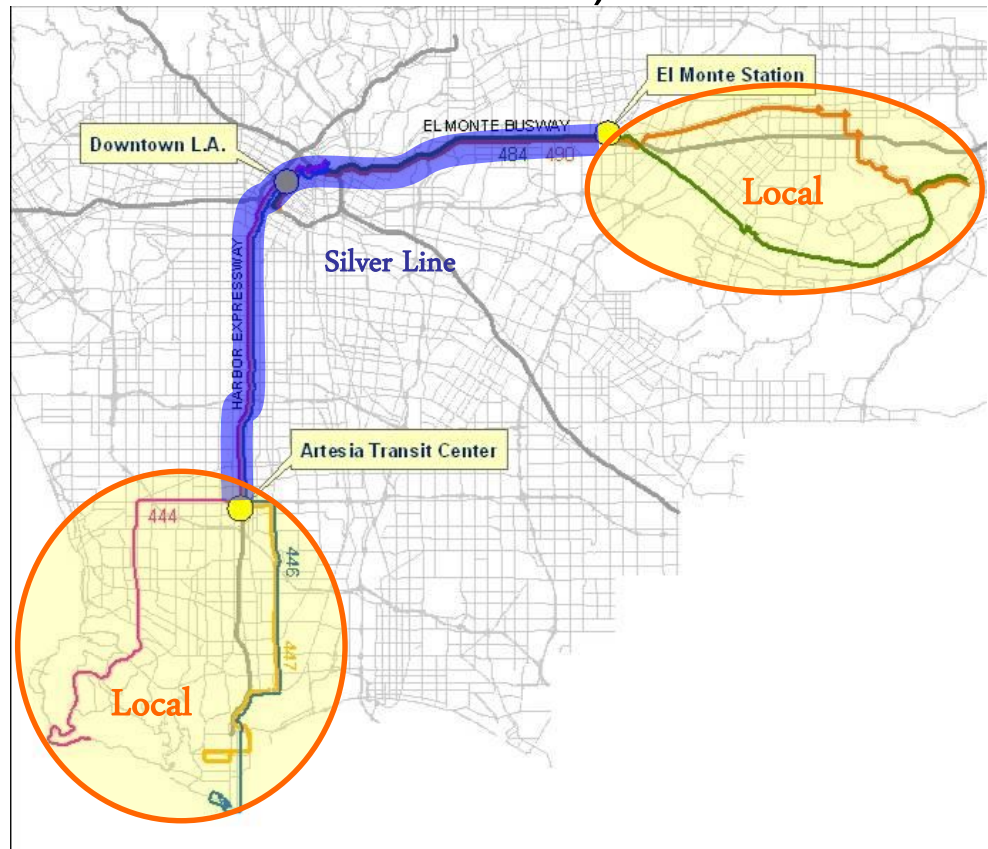
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Transit Improvements



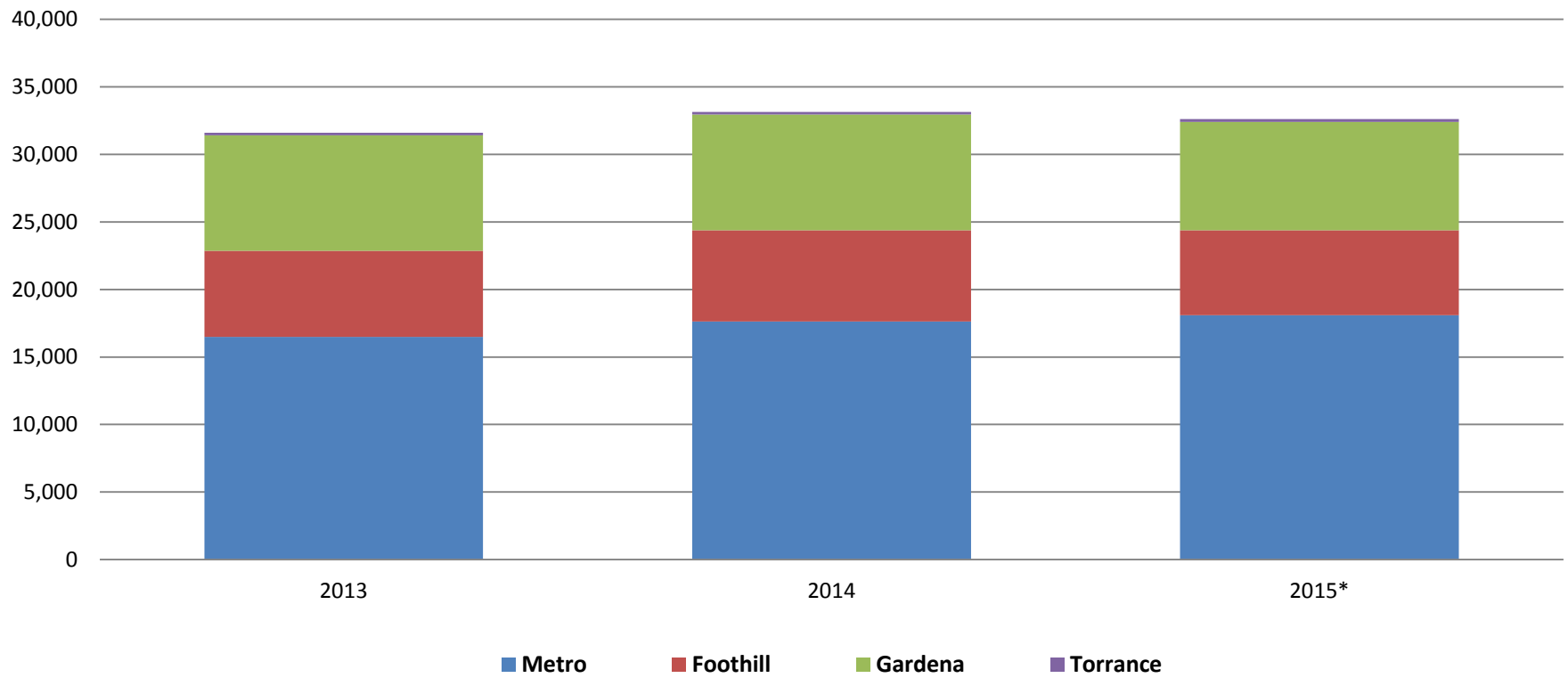
- Increased Transit Frequency (Metro Silver Line, Foothill Transit, Gardena Bus Lines and Torrance Transit)
- 59 New Buses
- New Station (El Monte)
- Operating Subsidy
- Transit Signal Priority
- Bike Station & Bike Lockers
- I-110 station- signage, security, Sheriff substation



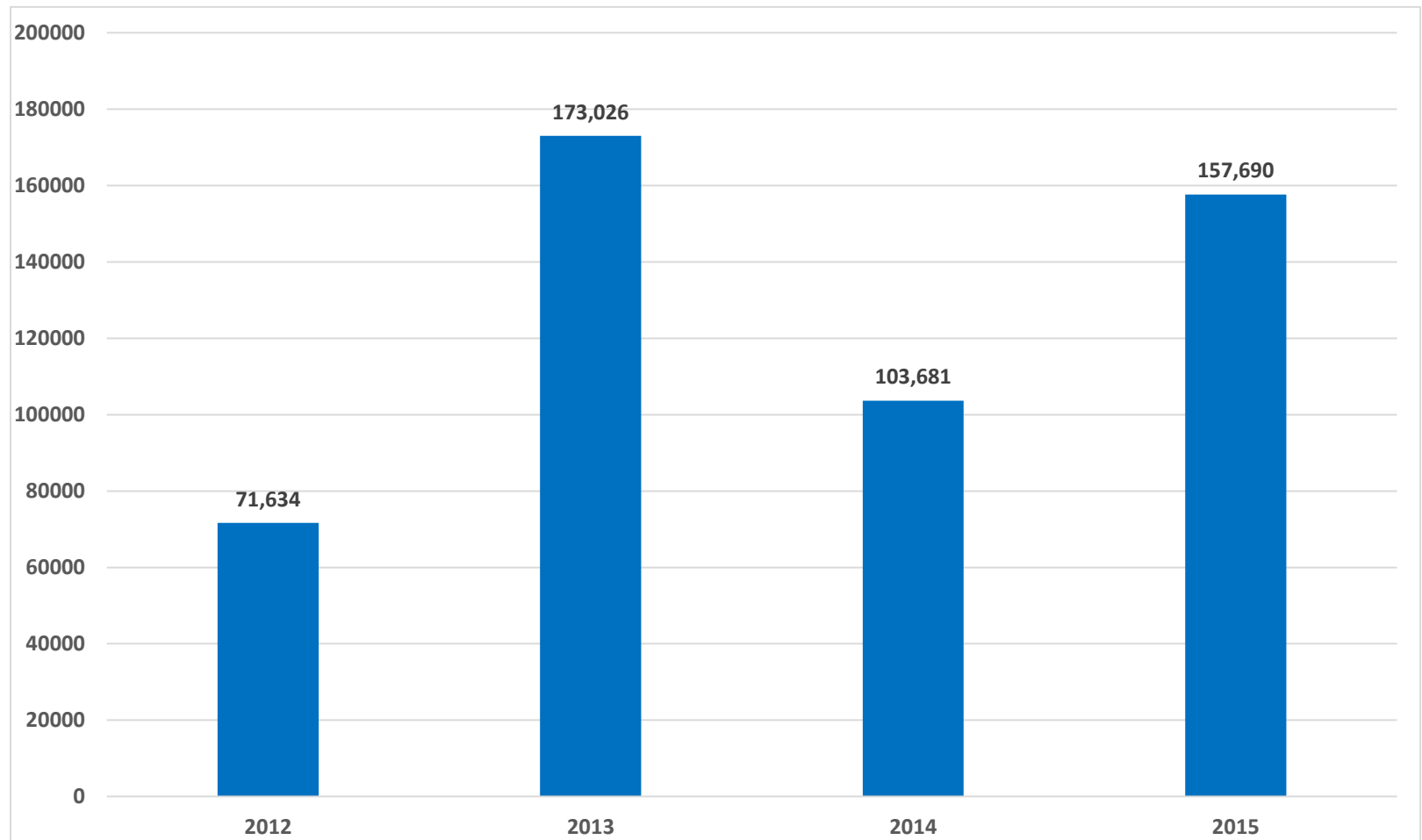
Transit Ridership



Express Lanes Transit Ridership: Average Weekday Ridership by Transit Provider



Transponders in Circulation (506,031)



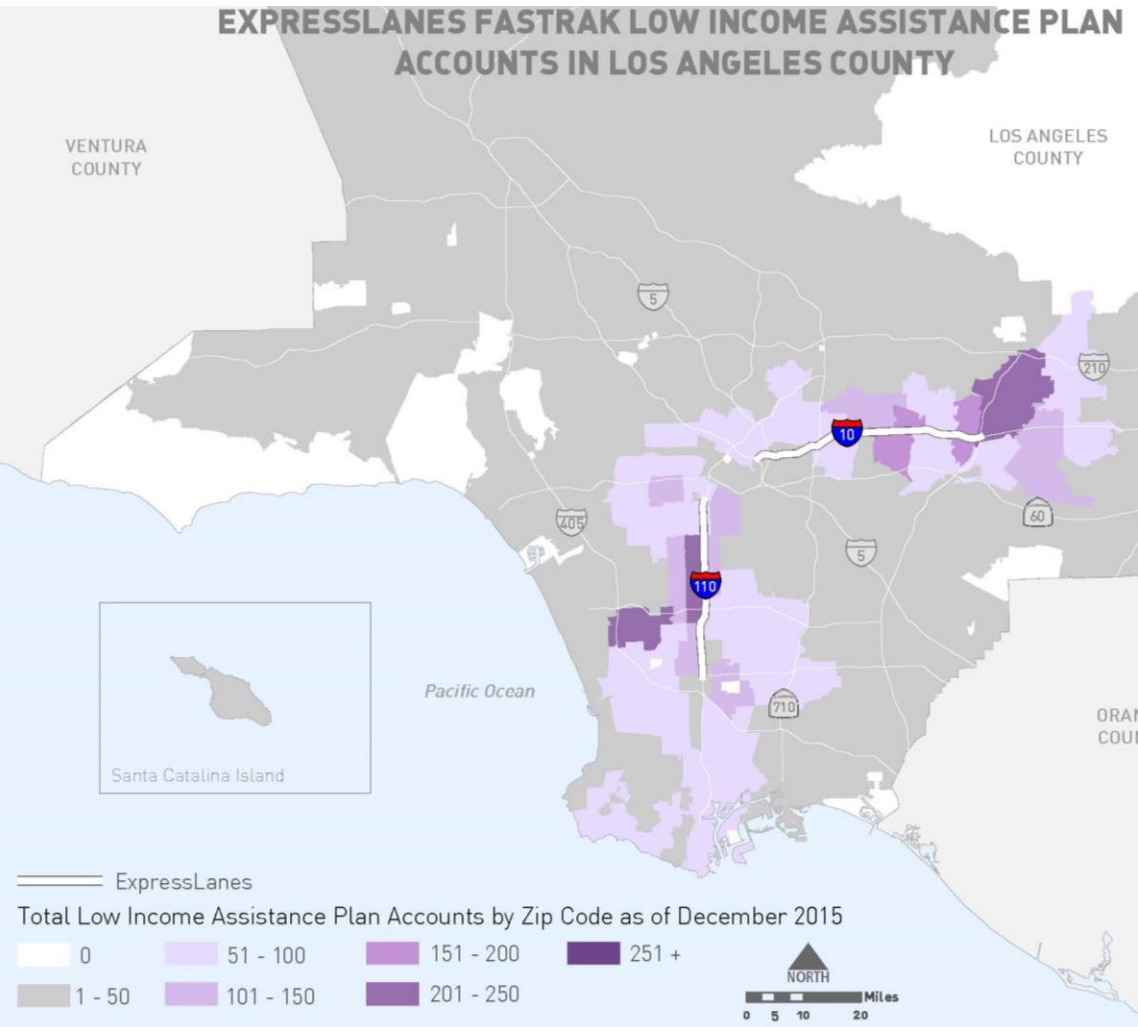
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Low Income Assistance Plan: Accounts



EXPRESSLANES FASTRAK LOW INCOME ASSISTANCE PLAN ACCOUNTS IN LOS ANGELES COUNTY



- 8,882 accounts opened
- 14% of accounts opened with cash/check
- Low income trips are 2.19% of all ExpressLanes trips
- 75% are HOV trips
- 25% tolled trips
- \$481,385 in paid trips
- \$200,200 in toll credits



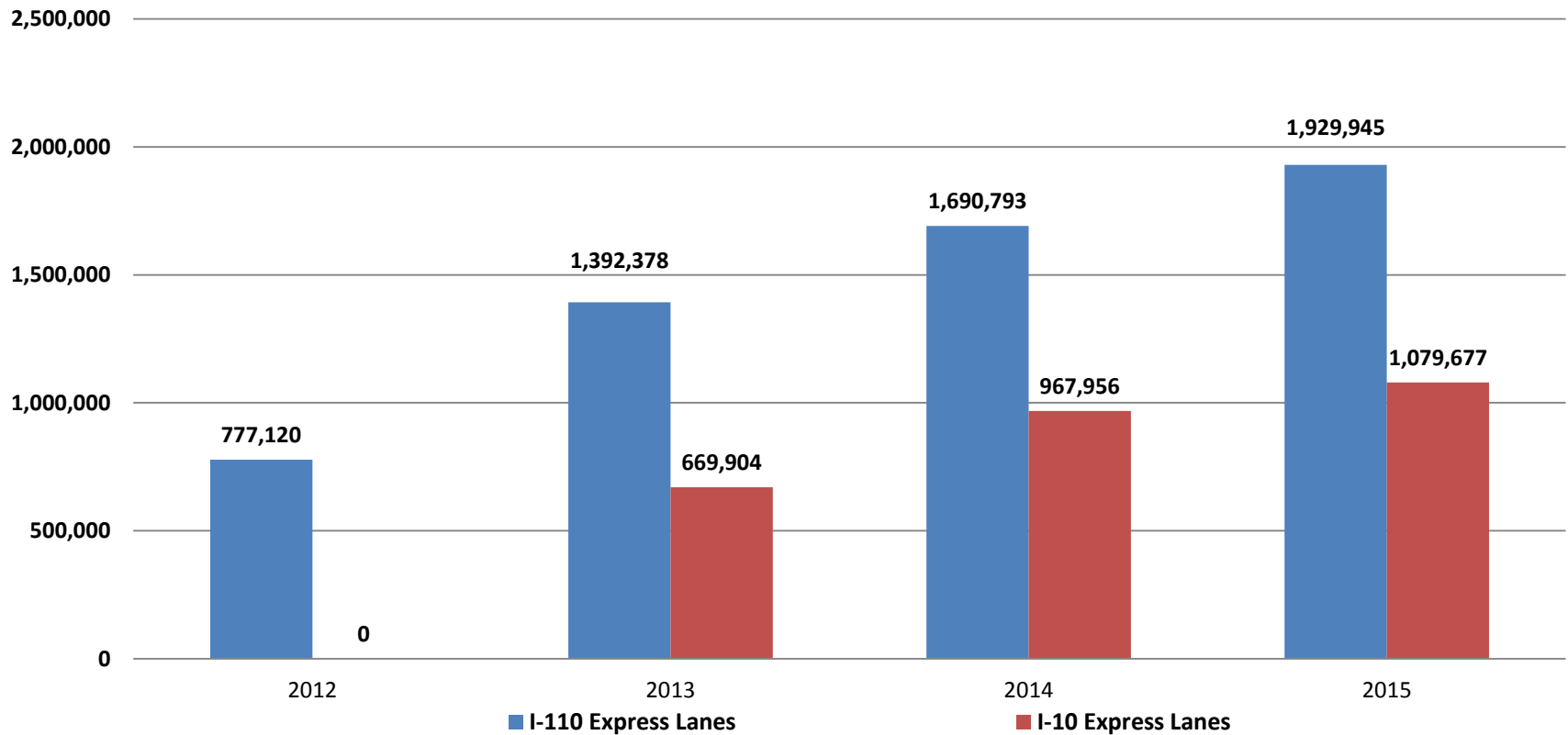
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Average Monthly Trips



Average Monthly Express Lanes Trips by Corridor



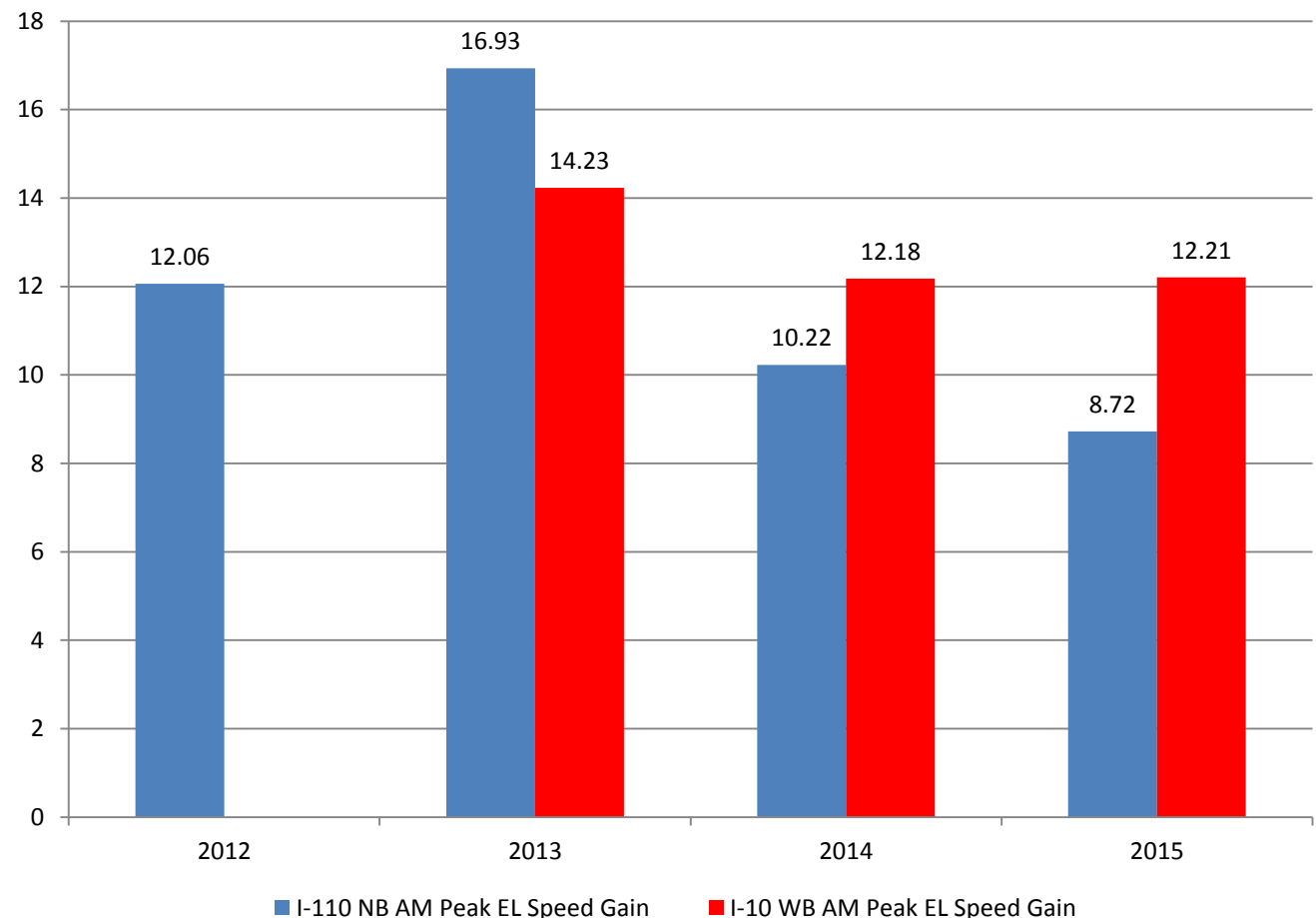
*I-10 Express Lanes began operation on 2-23-2013

Traffic Performance – GP vs HOT



- During peak periods
HOT
speeds are
consistently
greater than
GP Lane
speeds

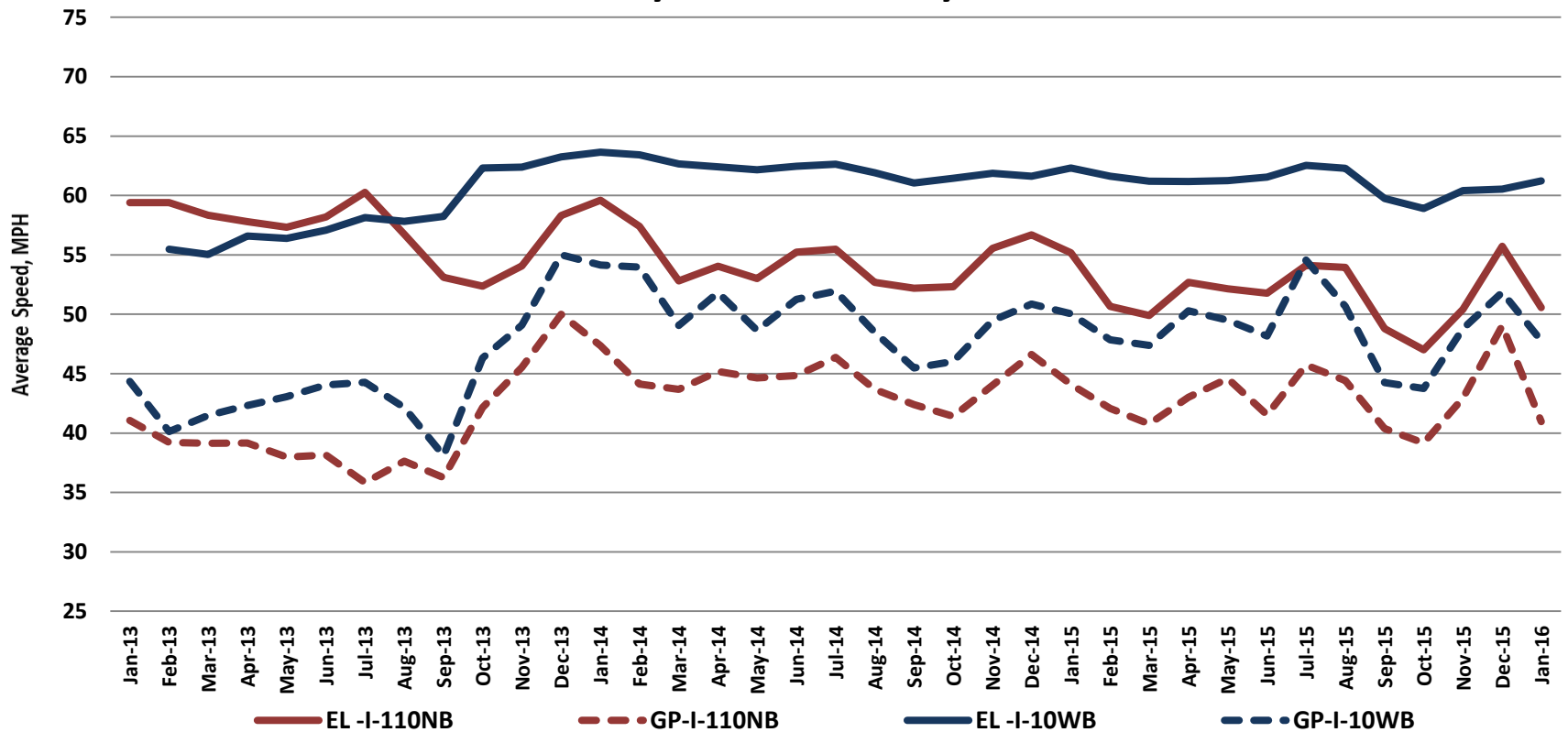
I-110 & I-10 AM Peak EL vs. GP Speed Gain in MPH



Average Speeds - AM Peak



Average Speeds - AM Peak (05:00 - 09:00) -
January 2013* - January 2016

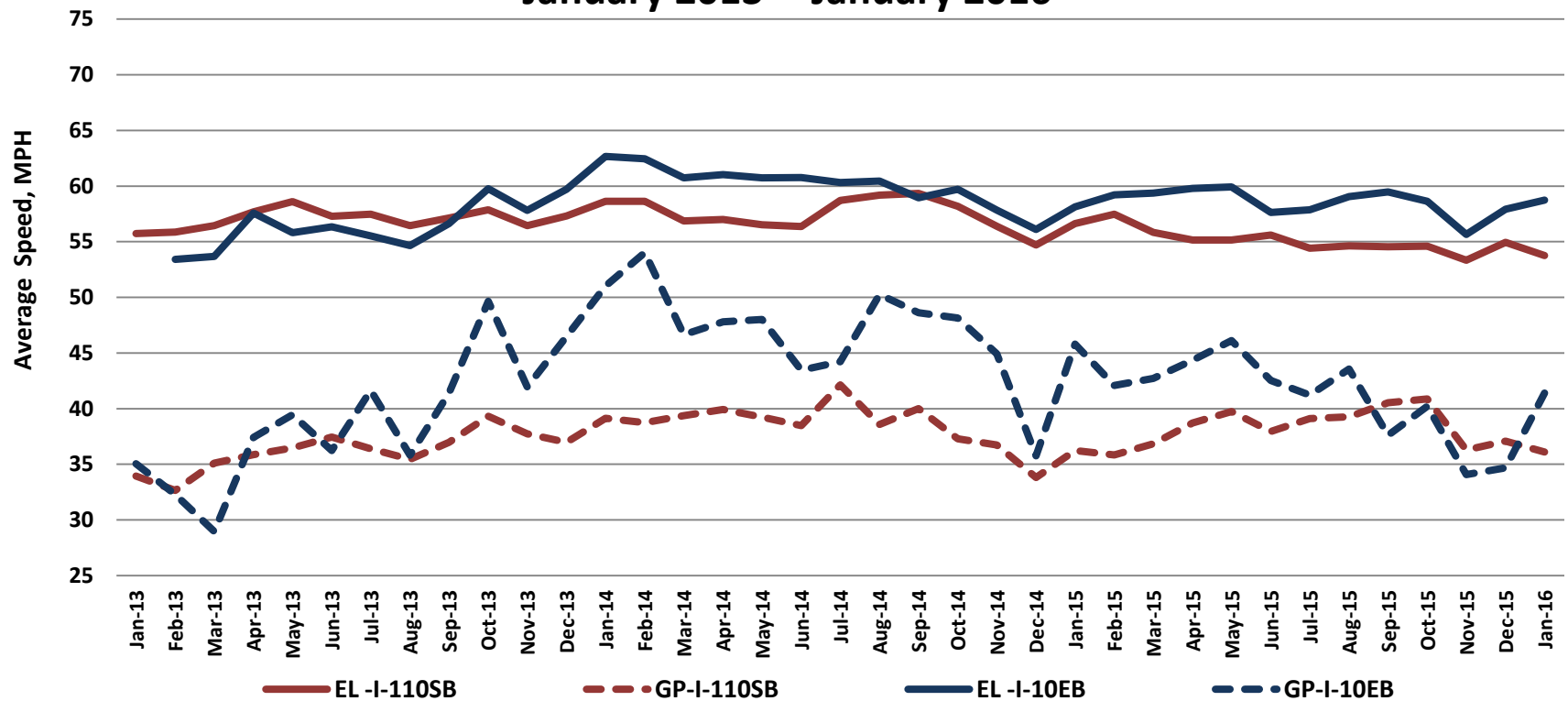


*I-10 Express lanes began operation on 2-23-2013

Average Speeds - PM Peak



Average Speeds - PM Peak (16:00 - 19:00) -
January 2013* - January 2016



*I-10 Express lanes began operation on 2-23-2013

Average Speeds – NB I-110 GP Lanes

5:30AM to 8PM



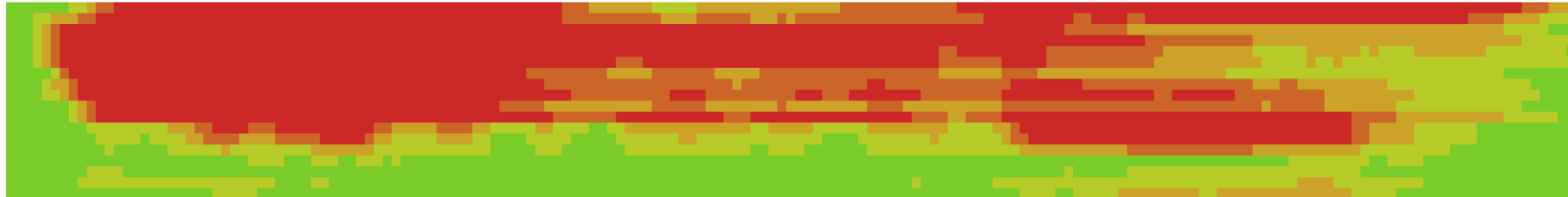
2013 – 1st Quarter



2014 – 1st Quarter



2015 – 1st Quarter



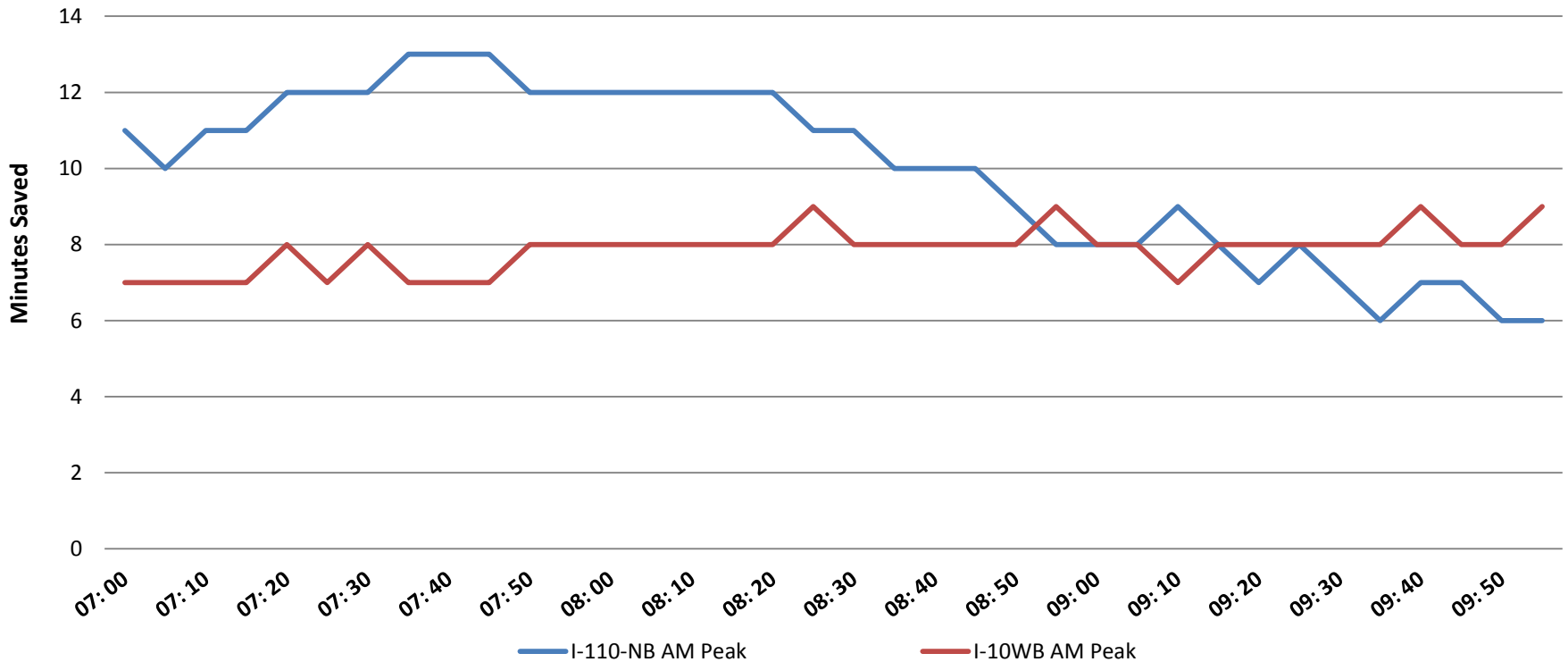
2016 – 1st Quarter



Travel Time Savings



Average Daily AM Peak Travel Time Savings by Time: January 2015 - January 2016



*Average Travel Time Savings for 1 year period for traveling the entire length of Express lanes versus general purpose lanes.



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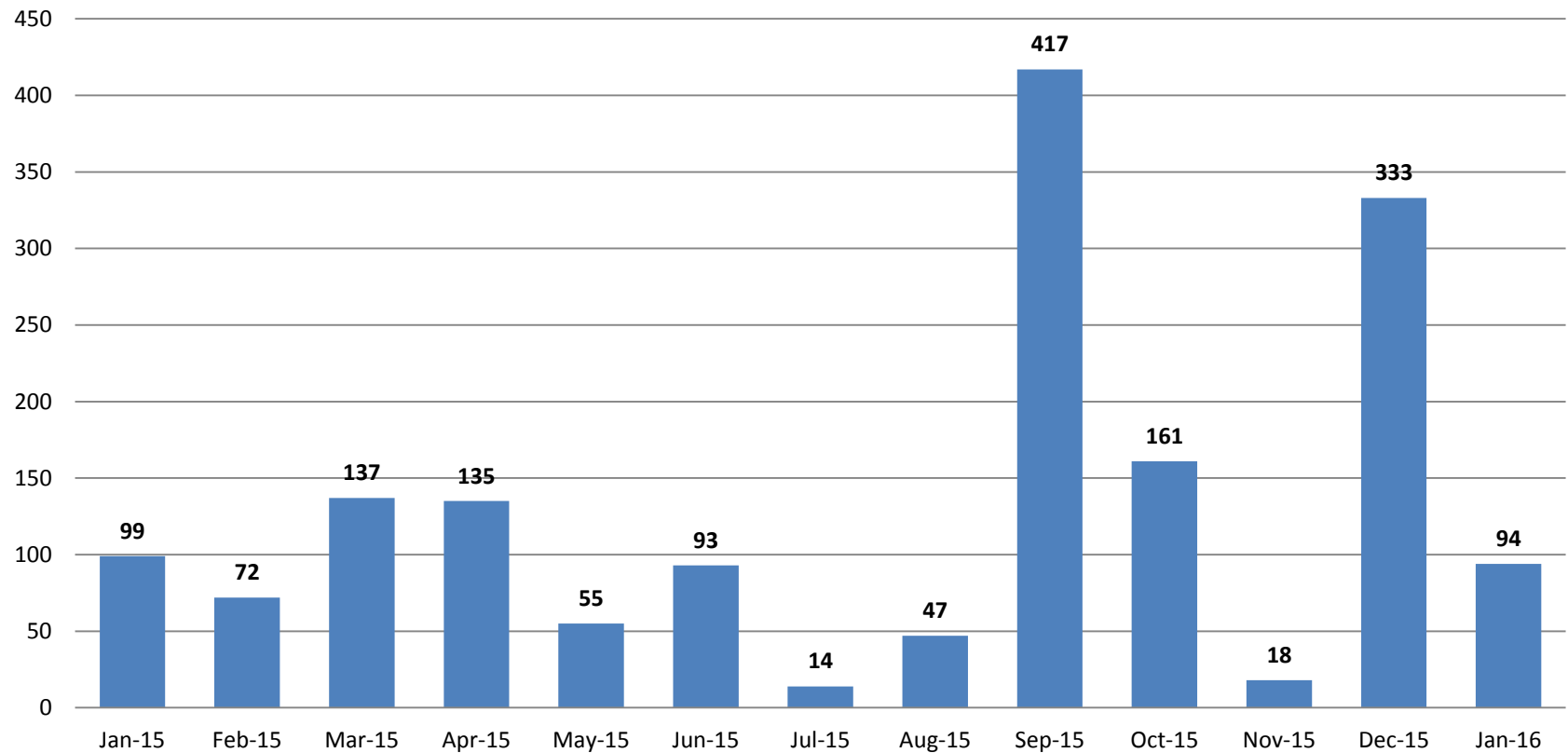


HOV Only : I-10

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Total Monthly 'HOV Only' Minutes I-10

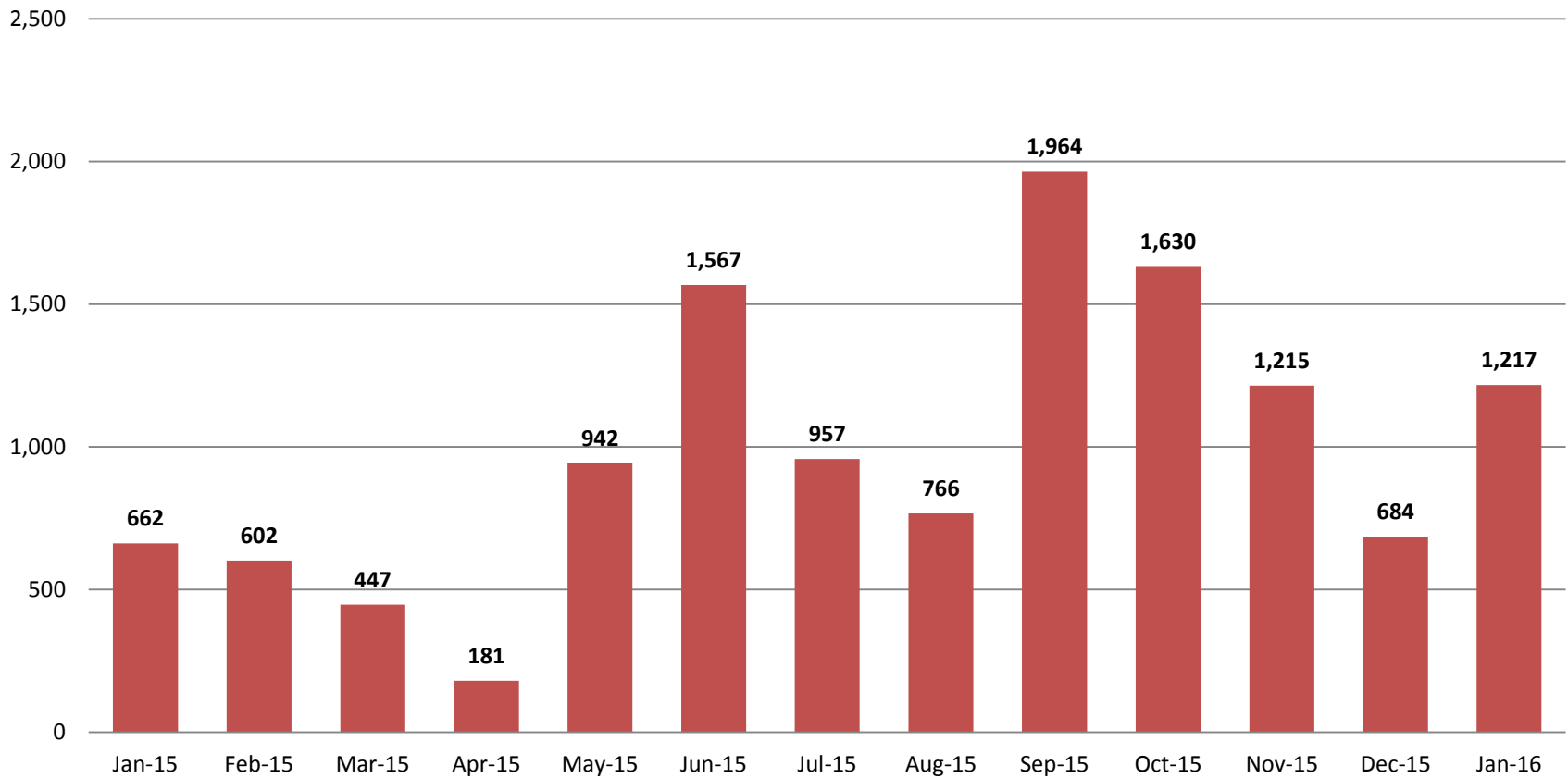


HOV Only : I-110

Metro ExpressLanes



Total Monthly 'HOV Only' Minutes I-110

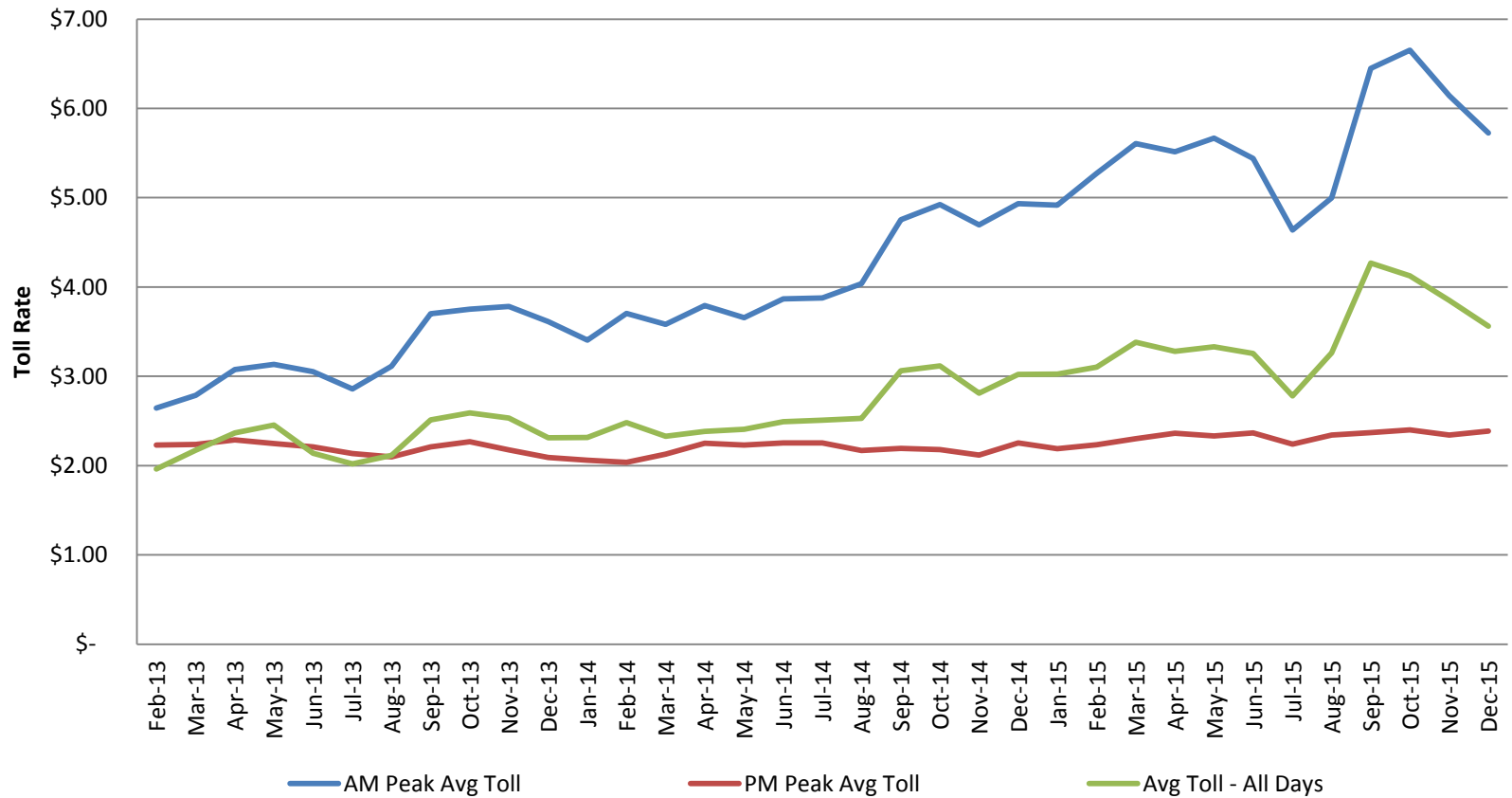


I-10 Westbound Average Toll Rates

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I-10 Westbound - Average Toll Rates Paid



— AM Peak Avg Toll

— PM Peak Avg Toll

— Avg Toll - All Days



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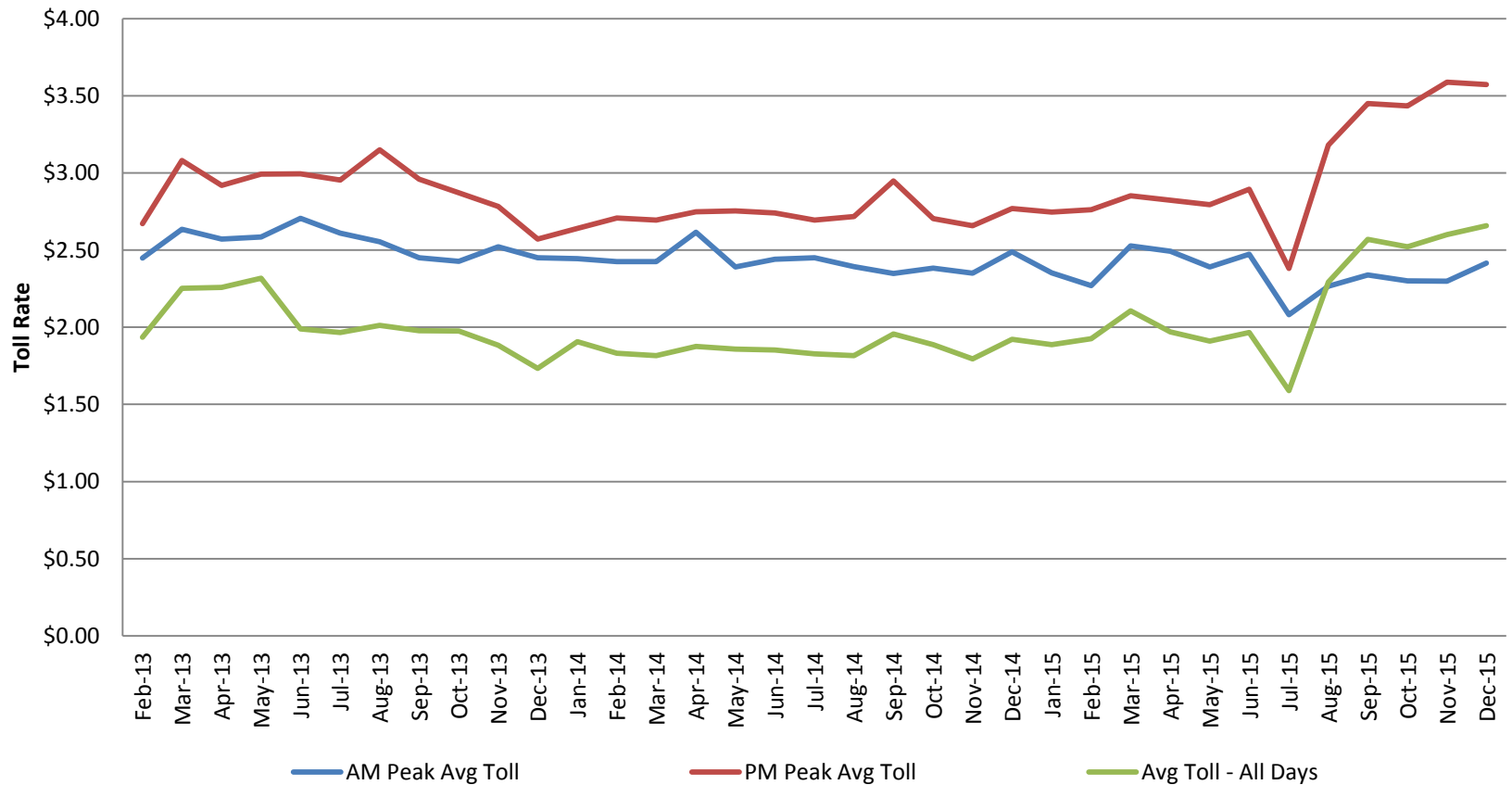


I-10 Eastbound Average Toll Rates

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I-10 Eastbound - Average Toll Rates Paid



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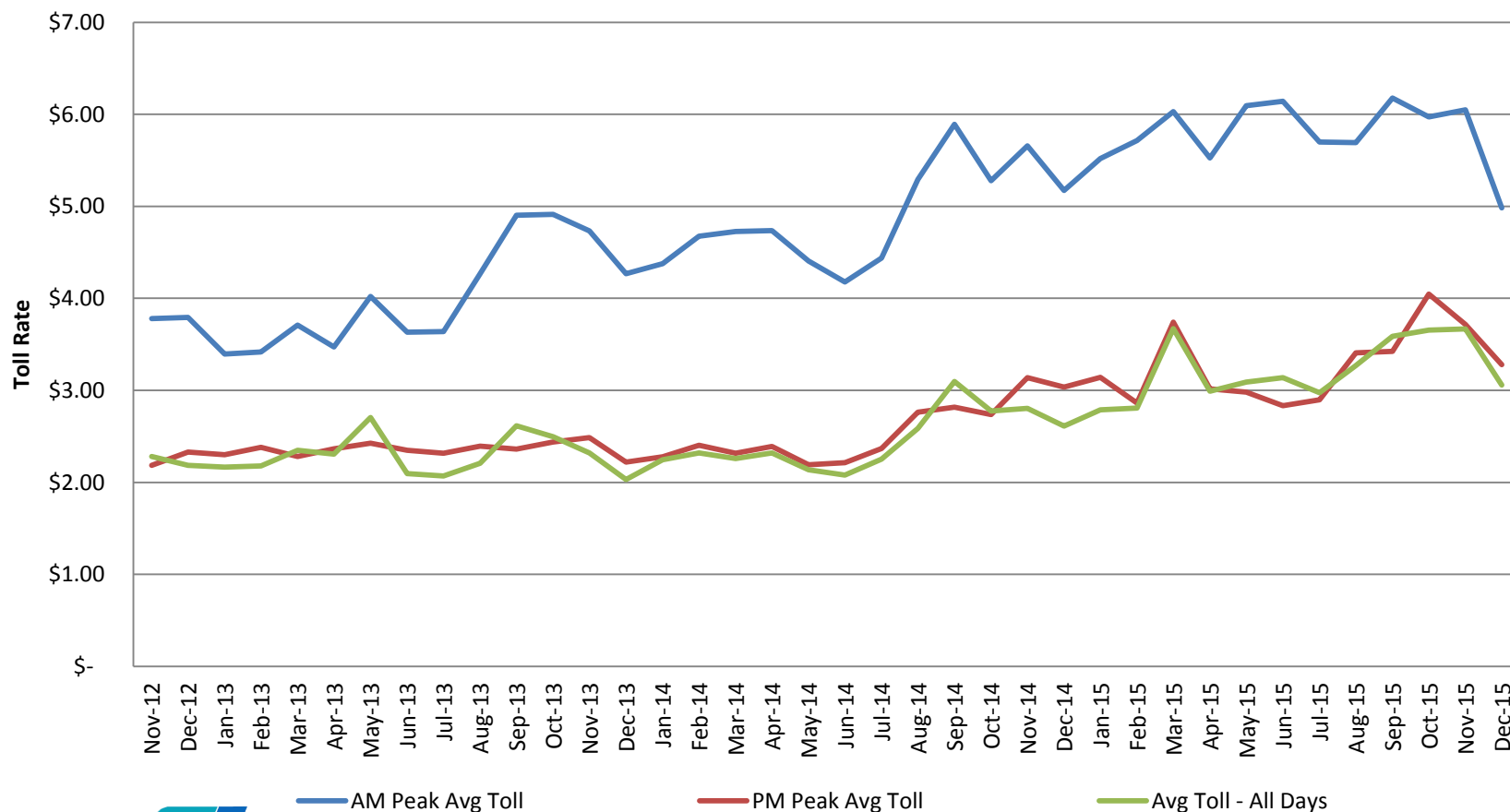
I-110 Northbound Average Toll Rates

20

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I-110 Northbound- Average Toll Rates Paid



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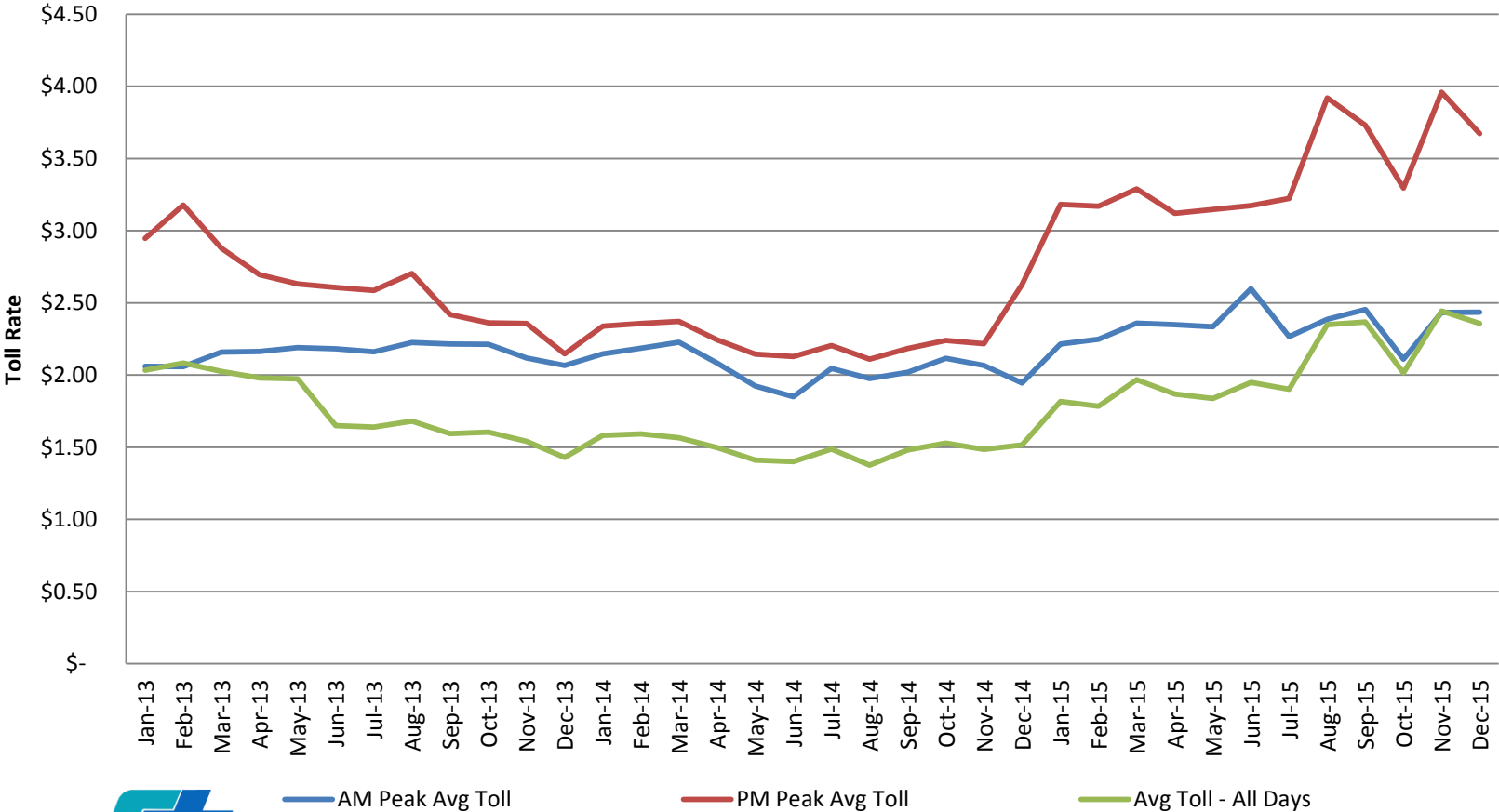


I-110 Southbound Average Toll Rates

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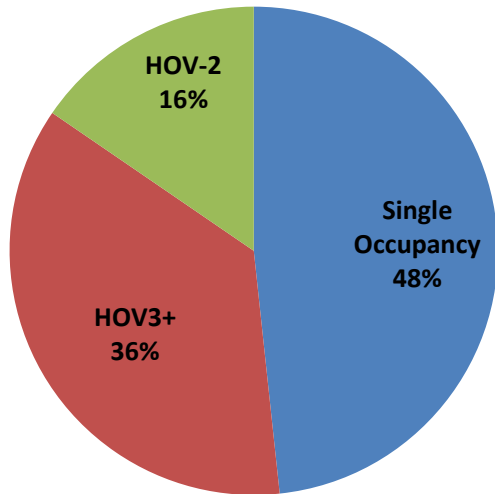
I-110 Southbound- Average Toll Rates Paid



Occupancy Breakdown – I-10 Corridor

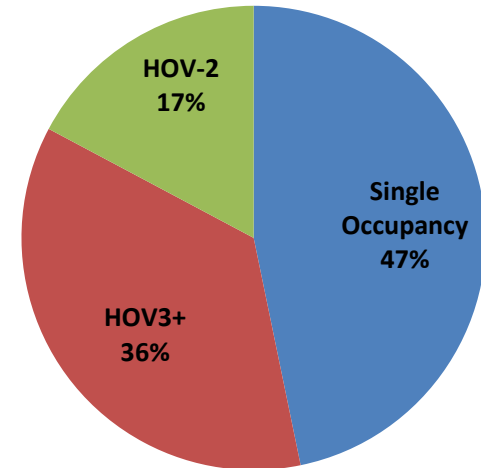


I-10 Westbound Vehicle Occupancy



All Vehicle Trips -March 2015 thru February 2016

I-10 Eastbound Vehicle Occupancy

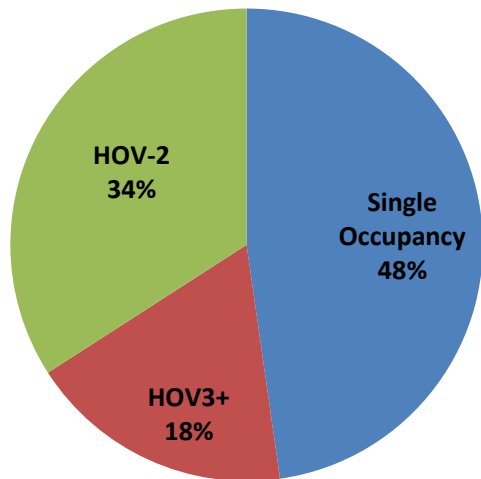


All Vehicle Trips -March 2015 thru February 2016

Occupancy Breakdown – I-110 Corridor

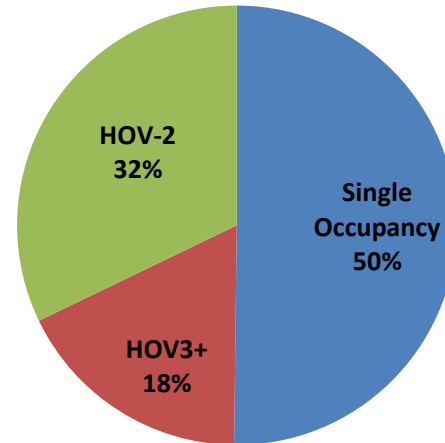


**I-110 Northbound Vehicle
Occupancy**



All Vehicle Trips -March 2015 thru February 2016

**I-110 Southbound Vehicle
Occupancy**



All Vehicle Trips -March 2015 thru February 2016

Net Toll Revenue Reinvestment



- Reinvestments in the corridor to date: \$81+ million
- Reserve Funds - \$6.8 million
- Set Aside for Social Equity (Transit Operating Subsidy) - \$19 million
- Set Aside for Caltrans - \$5.6 million
- Allocation Targets for Community Reinvestment: \$49 million
 - 40% Transit Uses
 - 40% System Connectivity/Active Transportation
 - 20% Roadway Uses

Recent Actions/Next Steps



- Revised Toll Policy
- Automated Vehicle Occupancy Detection
- ExpressLanes Improvements
- FasTrak Flex Rollout
- Transition from Title 21 to 6C

Recent Actions/Next Steps



➤ SCAG Regional Express Lane Network Study

- Develop Regional Express Lane network & ConOps
- Maintain consistency and interoperability; maximum feasible consistency of practice in region (5 counties)
- Establish framework for system design & characteristics
- Provide a blueprint for integrating individual facilities into consistent regional network

➤ Metro Strategic Plan

➤ I-105 Project Study Report (PSR-PDS); completed in 2015 and moving forward with PAED